The
Board of Inspection and Survey
INSURV

LAUNDRY INSCAT MASTER CHECK LIST

(Latest Revision 13 January 2004)

Barber facilities (-.03)

A portable barber cabinet, and a stool was not provided (ships with 100 accommodations or less). **(-.03)**				
A adequate storage facility was not provided for the barber cabinet and stool when not in use (ships with 100 accommodations or less). **(-.03)**				
A barbershop was not provided (ships with 101 accommodations or more).				
A separate office and enlisted personnel barbershops were not provided (ships with 75 or more accommodations). **(-.03)**				
Where two or more barber chairs were required for troops, a separate troop barbershop was not provided. **(-.03)**				
Barbershop did not have one barber chair for every 300 accommodations.				
The barber rubber pad (FED SPEC ZZ-MM-42) was deteriorated or missing. **(-.03)**				
A clean covered metal sanitary receptacle was not provided for waste materials or used linen. **(-.03)**				
The barber chair was missing the pedestal base mounting nuts, studs, bolts or was "short studded". **(-.03)**				
The barber chair had a malfunctioning pump mechanism. **(-.03)**				
The barber chair would not lock; brake was ineffective and did not prevent rotation. **(-.03)**				
The mirror was not laminated. **(-.03)**				
Standard placard was not installed: 221-6000 barbershop. **(-.03)**				
TOTALS:				

Dollar bill changer

The unit was inop. (.75)				
The dollar bill changer was not installed in a high traffic area. **(-.03)**				
The dollar bill changer was not installed in a well-illuminated area. **(-.03)**				
The dollar bill changer was not safeguarded with a wire mesh or lockable restraining bar across the coin box area that cannot be easily manipulated (hinge pin security) with a high security lock. **(-.03)**				
The dollar bill changer was easily removed from its mounting. **(-.03)**				
TOTALS:				

Dry cleaning machine

The machine started or continued to operate when the loading door was opened (interlock failed) or the door could be opened while the machine was in operation (depending on manufacturer design). (.2)				
The machine started or continued to operate when the loading door was opened (interlock failed) or the door could be opened while the machine was in operation (depending on manufacturer design. (.2)				
Control thermostats were missing, not calibrated or inop. **(-.03)**				
Gauges and thermometers showed no evidence of recent calibration or were inop. **(-.03)**				
Gauges and thermometers were missing, not provided or not readily visible to the operator. **(-.03)**				
The dry cleaning unit anti-vibration switch malfunctioned (test with 1 pocket of the unit loaded with a soaked load of ½ of the rated unit capacity of dry laundry during the extract cycle). (.1)				
Rotating drum was not installed with the axis oriented fore-and-aft. **(-.03)**				
Adequate clearances for equipment maintenance were not provided. **(-.03)**				
An exposed gear, belt, rotating shaft was not fitted with adequately installed guards on equipment. **(-.03)**				
Control thermostats showed no evidence of recent calibration. **(-.03)**				
Control thermostats were missing or inop. **(-.03)**				
Gauges and thermometers showed no evidence of recent calibration. **(-.03)**				
Gauges and thermometers were missing or inop. **(-.03)**				
Unit was inoperative. (.75)				
Exhaust system				
The integral exhaust blower failed to start (did not draw air into the machine automatically when the loading door was opened 1 inch or more). (.1)				
The dry cleaning machine was not interlocked with the exhaust ventilation system to preclude machine operation with the system secured. (.1)				
The dry cleaning unit deodorizing exhaust did not exhaust(min 400 cfm) overboard through a suitable duct (<100 ft in length with two or less 90 degree bends). (.1)				
The dry cleaning unit deodorizing exhaust duct did not exhaust at 2500 fpm or more (with booster fan as necessary) that would terminate at least 12 ft above any weather deck. (.1)				
Dry cleaning machine, flexible hoses.				
The dry cleaning plant was not fully connected to dry cleaning fluid, steam and operating air systems with flexible piping connections. (.1)				
The dry cleaning flexible hose was not fitted with identification (date of manufacture) tags. **(-.03)**				
The dry cleaning flexible hose was not free of paint. **(-.03)**				
Dry cleaning hose was deteriorated in one or more of the following: leaking, hyper-extended, twisted, braid was chaffed or parted, bent radius/length ratio was incorrect. **(-.03)**				
Dry cleaning flexible hose was lagged except where required for personnel protection (expanded metal gauge and sleeve that keep does not touch the hose during operation is preferred to keep personnel from contact. **(-.03)**				
The dry cleaning flexible lines were not changed out as required or were corroded. **(-.03)**				
Dry cleaning machine, labels/placards:				
Warning label plates were not installed in conspicuous locations in the dry cleaning area (the inscription in red letters one inch high, shall be, warning, do not use flammable dry cleaning fluid in this space"). **(-.03)**				
"No smoking" placards were not posted in the dry cleaning shop and the dry cleaning chemical storage space (niin-00-221-6300). **(-.03)**				
A warning plate stating, "caution, defeat of exhaust system interlock with this plant can result in toxic gas being released to compartment" was not posted in the dry cleaning shop. **(-.03)**				

System containing flammable or hazardous fluids did not meet grade a shock requirements (grade a items are equipments and systems essential for the safe and continued combat capability of the ship. Design shall withstand shock loads without significant effect on performance and without any portion of equipment coming adrift or otherwise creating a hazard to personnel or vital systems). (.1)				
The dry cleaning machine was not surrounded by a coaming, which was a 3-inch fluid cres coaming without a deck drain. (.1)				
The dry cleaning machine was not surrounded by a coaming, which was of sufficient size to hold a spill equal to the working capacity of the machine. (.1)				
The dry cleaning machine was not surrounded by a coaming, which was 3 inch high with a ½ in dia cres rod on the side not bounded by a suitable bulkhead cres coaming. (.1)				
The dry clean machine was located in the laundry. (.2)				
The deck in way of washer-extractors and dry cleaning machine was not reinforced as necessary to ensure that vibration during the extraction cycle would not exceed the maximum acceptable amplitude. **(-.03)**				
Equipment was not mounted to provide metal-to-metal contact between the base of the machine and the foundation. **(-.03)**				
Dry cleaning machine, support equipment:				
A sewing machine was not provided for ships having more than 800 accommodations, fed spec 005-2-56, type I, style a, class 3. **(-.03)**				
One chair (fed spec aa-c-275, type I, class I, style b) was not provided for each sewing machine. **(-.03)**				
A built-in locker for dry cleaning ready service stores was not provided on ships with over 300 accommodations. **(-.03)**				
Lockers or shelves for dry cleaning ready service stores were not provided on ships with 300 or fewer accommodations. **(-.03)**				
Eyewash station was not provided in dry cleaning shop. **(-.03)**				
Dry cleaning machine, tank/piping				
The dry cleaning storage tank did not have a gravity feed cres tank installed. **(-.03)**				
The dry cleaning storage tank did not have a direct-reading (protected sight) gauge, clean-out plate, capped nipple drain and a discharge line. **(-.03)**				
The dry cleaning storage tank did not have cutout valves located for easy access and the ability to monitor the unit liquid tank level while filling. **(-.03)**				
The dry cleaning storage tank did not have an air vent for the stowage tank terminating on the weather 12-ft above the deck. **(-.03)**				
The dry cleaning storage tank did not have a fixed fill-line with funnel mouth on the weather deck or hangar deck for gravity flow replenishment from 55 gallon drums in rack facilities for controlled discharge when filling. **(-.03)**				
Double valve protection was not provided on the dry cleaning fluid tank. **(-.1)**				
TOTALS:				

Dry cleaning presses:

The dry cleaning press manufactured before 01 feb 87 was not modified **(-**with a bumper guard (note: mounted below the press table just in front of the head losing bar to prevent the operator from being struck by the head closing bar). **(-.03)**				
The safety control bar mechanism was loose, misaligned, or not modified (note: forenta brand-iaw navsses ltr 9655/032e/ser 591 which detailed modification of the kick off valve roller and associated cams (chamfer) and collars, set screw addition). **(-.03)**				
The dry cleaning press timing mechanism was inop. **(-.03)**				
The press head and buck heated unevenly or poorly (normal: 300-330f). **(-.03)**				
Control thermostats showed no evidence of recent calibration. **(-.03)**				
Control thermostats were missing or inop. **(-.03)**				
Gauges and thermometers showed no evidence of recent calibration. **(-.03)**				
Gauges and thermometers were missing or inop. **(-.03)**				
Standard placard was not installed: 226-2000 laundry presses. **(-.03)**				
Unit was inoperative. (.75)				
Dry cleaning press, exhaust hood:				
The press exhaust hood was not manufactured iaw applicable drawing. **(-.03)**				
The space between the press head and the exhaust hood had an accumulation of lint and dirt. **(-.03)**				
The press exhaust hood was not fitted with a 6-inch diameter flexible duct that was connected to the exhaust system. **(-.03)**				
Presses were not equipped with exhaust hoods. **(-.03)**				
The airflow through the hood was less than 500 cfm. **(-.03)**				
Press hoods did not have access plates installed for clean out and maintenance. **(-.03)**				
Dry cleaning press, operating controls:				
The dry cleaning press foot pedal operated vacuum system was inop. **(-.03)**				
The dry cleaning press foot pedal operated steam injection system was inop. **(-.03)**				
The dry cleaning press hand operated head steam injection system was inop. **(-.03)**				
The dry cleaning press buck screen pad covering was deteriorated/missing. **(-.03)**				
A dry cleaning press did not move to the open position in a timely manner after the operating air was secured. **(-.03)**				
A dry cleaning press did not return automatically and promptly to the full open position as soon as the close button was released (as it is closing).(.1)				
A dry cleaning press failed to open after pressure (locking) had been applied and operation of the “open” control was activated with the operating air secured after lockdown. **(-.03)**				
TOTALS:				

Dryer

Where no side clearance was required for dryers they had not been				

placed side by side. **(-.03)**				
Steam pressure of approximately 100 pounds per square inch was not supplied to tumbler dryers for adequate operation (nstm 655). **(-.03)**				
Dryer were not installed with the axis oriented fore-and-aft. **(-.03)**				
Adequate clearances for equipment maintenance were not provided. **(-.03)**				
An exposed gear, belt, rotating shaft was not fitted with adequately installed guards. **(-.03)**				
Equipment was not mounted to provide metal-to-metal contact between the base of the machine and the foundation. **(-.03)**				
Standard placard was not installed: 226-5300 dryer fires. **(-.03)**				
Unit was inoperative. (.75)				
Dryer, drum/door:				
The drum alignment with door opening exceeded 1/8-inch variation on the laundry dryer. **(-.03)**				
Drum "run-out" was excessive on the laundry dryer as measured by pushing up on the rib inside of the drum nearest the door – drum should not "rock" more than 1/8 inch. **(-.03)**				
The drum basket was damaged. **(-.03)**				
Endplay in the dryer drum shaft was noticeable. **(-.03)**				
The non-reversing tumbler drum did not run in the proper direction as indicated by an arrow shown on the cylinder or blower casing. **(-.03)**				
Dryer drum casing or filter plenums were inadequately cleaned. **(-.03)**				
When the front-loading door was opened the safety interlock switch failed to de-energize and stop the machine in a timely manner. (.1)				
The door threshold was worn through from drum rub or misalignment leaving open sharp edges to snag personnel or laundry. (.1)				
Suitable access plates (aux/ merican/huebsch) were not provided or were frozen/painted in place at the front and rear of the dryer (used for removing lint from between the dryer drum (cylinder) and the housing). **(-.03)**				
Dryer, flexible piping/hoses:				
Unit was not fitted completely with flexible piping connections for water or steam connections. **(-.03)**				
Flexible hose connections were not fitted with an identification (date of manufacture) tag. **(-.03)**				
Flexible hoses were not free of paint. **(-.03)**				
Flexible hoses were deteriorated with one or more of the following: leaking, hyper-extended, twisted, braid chafed or parted, bent radius/length ratio was incorrect. **(-.03)**				
Flexible hoses were not manufactured of authorized material. **(-.03)**				
There was no evidence that flexible lines were not over aged or changed out IAW NSTM 9480/NAVSEA 0910-lp-057-1900. **(-.03)**				
Dryer, gauges/thermostats:				
The tumbler dryer, 50 and 100-pound capacity, was not provided with temperature limiting thermostats (200 degrees f plus or minus 15 deg f, a reversing cylinder, and a permanent press controls). **(-.03)**				
he dryer had temperature gauge thermostat capillary sensor bulbs that were displaced from their mounting points. **(-.03)**				
The dryer had thermostat gauge sensor bulbs that were broken off or missing. **(-.03)**				

The tumbler-dryer could not effectively regulate temperature for drying of NBC warfare protective clothing (NSTM 655-"160 deg-170f"/NAVEDTRA 10292-a-"155 deg f"). **(-.03)**				
The dryer did not automatically shift from the heating cycle timer to the cool down cycle timer. **(-.03)**				
Control thermostats showed no evidence of recent calibration. **(-.03)**				
Control thermostats were missing or inop. **(-.03)**				
Gauges and thermometers showed no evidence of recent calibration. **(-.03)**				
Gauges and thermometers were missing or inop. **(-.03)**				
Dryer, heat exchanger/damper:				
There was no evidence that the steam version dryer heat exchanger was hydrostatically tested after installation/repair, or at a 12-month interval (150 psi for 30 min or manufacturer specification). **(-.03)**				
Dryer heat exchanger was not adequately cleaned, maintained. **(-.03)**				
Dryer heat exchanger had reduced effectiveness due to proximity of ventilation duct or piping. **(-.03)**				
The dryer heat exchanger was blocked from cleaning by piping (ajax/huebsch/ American laundry-side service heat exchangers). **(-.03)**				
Dryer damper controls were difficult to operate due to piping interference (ajax/huebsch/ merican laundry-side service heat exchangers). **(-.03)**				
The dryer had malfunctioning damper controls (levers stripped, missing, damper stick, etc). **(-.03)**				
Dryer, lint filter/screen:				
The primary and secondary dryer lint screen was excessively dirty. **(-.03)**				
The primary and secondary dryer lint screen was missing, full of holes, of improper mesh size and had filter medium pulled away from supporting framework allowing unsafe operation of the dryer. **(-.03)**				
The dryer was not fitted with both primary and secondary filters (40 mesh nylon sleeve type). **(-.03)**				
The secondary filter containment basket was fouled with lint. **(-.03)**				
The laundry dryer exhaust system and the secondary lint screen (nylon bag) were mounted in a vertical position causing lint to fall back in to the dryer when the dryer was de-energized. **(-.03)**				
The ventilation system exhaust volume serving the dryers was less than 150 percent of dryer discharge capacity (a negative pressure must be-maintained in the laundry to prevent heat and lint from dissipating through the space and ship). **(-.03)**				
The dryer exhaust did not vent through an air gap of at least 2 inches into a round bell mouth or square duct exhaust terminal mounted above head height (6'-5"). **(-.03)**				
A screen or trap designed for lint collection was installed in the ship's exhaust system down stream of the no provision was made to retain the secondary lint filter nylon bag) in the duct in an easily accessible location should it slip from its mount. Secondary filter or in place of it. **(-.03)**				
The "cissell" dryer filter access door lock was inop or was missing the key. **Dryer, lint filter/screen (cont): (-.03)**				

At least one placard concerning the prevention of laundry dryer fires was not posted (nsn 0177-lf-226-5300). **(-.03)**				
TOTALS:				

Flat iron

The flat work iron steam cylinder was not provided with approximately 100 pounds per square inch steam for proper operation (nstm 655). **(-.03)**				
The quality of work from the flat work iron was unsatisfactory due to poor adjustment/maintenance of pressure rolls, apron tension, apron guiding device, and of feed ribbon tension (nstm 655). **(-.03)**				
The flat iron was not fitted with an overhead exhaust hood of adequate capture area, exhaust flow to draw off heated air from the iron. **(-.03)**				
There was no evidence the flatwork iron had the required annual hydrostatic test (150 psi) performed. **(-.03)**				
The flat iron safety guard fence did not stop the drive motor in a timely fashion when pushed in approximately 2 inches (prevents operator's hands from being caught in the rolls). (.1)				
The gap between the safety fence and the feed conveyor was greater than the thickness of a human hand. (.1)				
The fence safety guard could be lifted away from the feed conveyor without the drive motor stopping. (.1)				
The top and rear of the flat work iron was not fully enclosed with an expanded metal guard (firmly supported, readily removable for maintenance). **(-.03)**				
The flat work iron drive mechanism access door interlock switch malfunctioned. (.1)				
Standard placard was not installed: 225-9300 flat iron. **(-.03)**				
Unit was inoperative. (.75)				
Flat iron, flexible piping/hoses:				
Unit was not fitted completely with flexible piping connections for water or steam connections. **(-.03)**				
Flexible hose connections were not fitted with an identification (date of manufacture) tag. **(-.03)**				
Flexible hoses were not free of paint. **(-.03)**				
Flexible hoses were deteriorated with one or more of the following: leaking, hyper-extended, twisted, braid chafed or parted, bent radius/length ratio was incorrect. **(-.03)**				
Flexible hoses were not manufactured of authorized material. **(-.03)**				
Flexible hoses were lagged (except where required for personnel protection.) **(-.03)**				
There was no evidence that flexible lines were not over aged or changed out IAW NSTM 9480/NAVSEA 0910-LP-057-1900. **(-.03)**				
TOTALS:				

Laundry facility

Surface ships with 100 and fewer accommodations did not have self-service laundry facilities to include at a minimum, one 16lb capacity washer, one 16lb capacity dryer, hand iron, and an ironing board. **(-.03)**				

Surface ships with more than 100 accommodations (crew plus troops) were not capable of providing at a minimum, within a 96 hour (laundry operation) week, using manned bulk laundries or combined manned bulk laundries and self service laundries: **(-.03)** 1)one change of work clothing, underwear, socks, and one towel per day, per accommodation. 2) one change of berth linen (per accommodation) and one change of officer and cpo dining facility linen, per week. 3) finish press three work uniform shirts and trousers/utilities per officer/cpo/snco (>=e7) and all e-1 to e-6 marine detachment accommodations per week. 4) finish press one dress uniform shirt and trousers per crew (plus troops) accommodations per week." (Note: wash capability must be 24lbs per person per 96 hour work week to support the above.) **(-.03)**				
Surface ship with 101-499 accommodations, did not have a spotting board and steam press capability sufficient to press one dress uniform per accommodation per month (dry cleaning machinery vice a spotting board may be considered adequate). **(-.03)**				
Surface ship with accommodations of 3000 or greater(excluding embarked troops), did not have dry cleaning equipment and press capability sufficient to clean and finish press one dress uniform per accommodation per month. **(-.03)**				
Tender/repair ship did not have a dry cleaning capability, in addition to that required for ship's company, to supplement facilities of tended ships. **(-.03)**				
Each category of laundry or dry cleaning equipment was not the product of a single manufacturer, for example presses constitute a category, washer-extractors of 35 lbs and over, another category. **(-.03)**				
Where the laundry hot water demand was too large to be accommodated by two heaters, a hot water holding tank was not added. **(-.03)**				
Standard placard was not installed: 225-4000 laundry equip. **(-.03)**				
Standard placard was not installed: 225-4001 laundry equip. **(-.03)**				
The following laundry equipment once installed was missing/removed: **(-.03**				
The following dry cleaning equipment once installed was missing/removed: **(-.03)**				
TOTALS:				

Laundry space/support equipment

The deck covering installed was not in accordance with the Table shown below for the space listed: SPACE: MATERIAL: Laundry w/in coaming mastic/terrazzo Laundry outside coaming deck tile Laundry (issue/receiving) deck tile Press shop deck tile Tailor/dry cleaning shop deck tile **(-.03)**				
Decking was damaged/inadequate as follows: **(-.03)**				
Standard placard was not installed: 226-1300 sewing machine **(-.03)**				

Standard placard was not installed: 226-0100 marking machine. **(-.03)**				
Laundry space/support equipment, jackrod:				
Laundry jack rods were not provided. **(-.03)**				
The laundry did not have two-high jack rods for shirts and coat not spaced at 42 inches and 82 inches above the finished deck. **(-.03)**				
Jack rods were not provided in the issuing area on the basis of 6 inches of jack rod for each officer, cpo and snco accommodation. **(-.03)**				
Ships piping or a wiring run was used as a jack rod. **(-.03)**				
Laundry space/support equipment, scale/baskets:				
The laundry scale was positioned below 6'5" such that its hook presented an eye gouge hazard. **(-.03)**				
No pad eye or appropriate permanent mounting system for the scale was provided. **(-.03)**				
A scale, round dial indicating type 0-100 lb capacity, designed for overhead attachment from which laundry bags could be suspended and weighed was not provided in the receiving area, in the issuing area, or in a combined receiving and issuing area. **(-.03)**				
The current scale was inaccurate. **(-.03)**				
Laundry baskets were not provided. **(-.03)**				
Laundry space/support equipment, service sink/water cooler:				
Drinking water was not furnished in the laundry. **(-.03)**				
Water coolers did not supply chill potable water at 40-45 degrees f. **(-.03)**				
Water coolers had excessive or inadequate water pressure. **(-.03)**				
Two 1/2 inch faucets were not installed over each service sink (type i class a - one for cold potable water and one for hot potable water). **(-.03)**				
In a laundry without a service sink, a cold-water faucet was not installed (3/4 inch, type i class c, installed nlt 24 inch above the deck gso 644). **(-.03)**				
Laundry space/support equipment, spotting board:				
The steam spotting board-swinging sleeve was difficult to move into the full or extended position. **(-.03)**				
The steam spotting board spotting gun sprayed water instead of wet dry steam. **(-.03)**				
The steam spotting board spotting gun system was inop. **(-.03)**				
The steam spotting board air/steam vacuum system was inop. **(-.03)**				
The steam spotting board vacuum suction was weak. **(-.03)**				
The steam spotting board leaked water onto the deck. **(-.03)**				
The steam spotting board was not equipped with a garment tray under the spotting board for supporting the garments processed consisting of a metal frame attached at one end of the stand and a durable fabric cover attached to the frame, sized not less than the spotting board size. **(-.03)**				
An exhaust terminal 4 inches from the outlet (air gapped) of the spotting board was not provided. **(-.03)**				
Laundry space/support equipment, spray gun (28)				
Unit was inoperative. (.75)				

A cold potable water connection was not provided to each group of presses. **(-.03)**				
A spray gun was not provided for each press set with 10 ft of hose providing a fine spray mist with a min 40-psi water pressure conforming to Mil-Spec MIL-I-19493b (ship). **(-.03)**				
The spray guns did not spray (clogged/inop). **(-.03)**				
Boxes or racks were not installed for each spray gun stowage, with bottom petcocks to drain off collection of water. **(-.03).**				
Laundry space/support equipment, stowage/work space				
A receiving counter approximately 24 inches wide and 36" high was not provided in way of the receiving window or door (length shall be sufficient for receiving, sorting and marking of incoming laundry and dry cleaning. Counters shall be provided with corrosion-resisting steel sorting bins over and under) **(-.03)**				
A issuing counter approx 24"w x 36" high was not provided in way of the issue window or adjoining the issue door (length shall be sufficient for issuing laundry and dry cleaning and maintaining records. Space under and above the counter shall be fitted with sorting bins). **(.03)**				
A stool, type v drawing, NAVSHIPS 805-1627547, was not provided for each receiving counter, issuing counter or receiving and issuing counter. **(-.03)**				
Adequate areas were not provided for stowage of soiled and clean laundry bags. (soiled bag stowage shall be located in the receiving area. Clean bag stowage shall be located in the issuing area. Deck area for each stowage shall be equal in square feet to approximately 5 percent of total accommodations up to 2,601 accommodations and 4 percent of total accommodations from 2,602 to 6,200 accommodations. Areas for soiled and clean laundry shall be fitted with deck and overhead gratings and circumscribed by telescoping battens). **(-.03)**				
A work table approx. 36" high was not provided at each press set where laundered trousers are pressed. **(-.03)**				
A table approx. 24" wide by 48" to 96" long (as space permits) was not provided adjoining the issue space (shall be suitable for assembling lot loads and for bagging hung garments). **(-.03)**				
Tops of worktables or counters and sorting bins were not corrosion-resisting steel. **(-.03)**				
Frames of work tables, assembly tables, and counters are not aluminum alloy (ASTM b209, alloy 5052). **(- .03)**				
Laundry sorting bins were not a minimum 14 inches wide, 20 inches deep and 11 inches high with a one-inch high retaining lip on the bottom front of each bin (the number of bins shall be a minimum of 50 percent of combined officer, cpo and snco accommodations and shall be 75 percent where space permits). **(-.03)**				
A built-in locker for ready service laundry stores was not provided for the ship with over 300 total accommodations. **(-.03)**				
Lockers or shelves for ready service laundry stores were not provided for ships with 300 or fewer accommodations. **(-.03)**				

There was more than a days use of spot removers in the laundry/dry cleaning shop. **(-.03)**				
Laundry space/support equipment, Ventilation				
Unit was inoperative (.75)				
Laundry of supply and exhaust fan motor controllers were not electrically interlocked through a single local master switch for emergency use (the controllers should also have protected independent switches so that the fan can be stopped while the other fan runs). **(-.03)**				
Air circulation in the space was inadequate where bracket fans would aid in circulation (in ventilated spaces one per 300 sq ft or any part thereof). **(-.03)**				
The mechanical exhaust of the space was not at least 115 percent of supply thus creating a slightly negative pressure in the laundry, preventing heat and lint from spreading. **(-.03)**				
The dry cleaning shop was subject to contamination by heavier than air vapors; it did not have adequate exhaust terminals installed 9 inches above the deck, one inside coaming plus at least one over exhaust terminal. **(-.03)**				
The laundry/dry cleaning press operator workstation did not have a grill type diffusing supply terminal to discharge downward on the operator. **(-.03)**				
Where grill type diffusing terminals at press stations were used, an alternative means was not provided (blast terminals) in the supply duct upstream of the terminals to direct air supply onto the operator. **(-.03)**				
Dampers were not omitted in adjustable blast supply terminal ducting. **(-.03)**				
Terminal placement did not prevent short circuiting of air between supply and exhaust terminals. **(-.03)**				
Terminals were not placed to exhaust heated air from heat sources.**(-.03)**				
TOTAL:				

Press (-.03)	**#1**	**#2**	**#3**	
Unit was inoperative (-.75)				
Air operated press was not supplied with 70-100 psi of air for press head movement.				
Steam at approximately 100 psi was not supplied to the press for heating. (Steam version only) there was no evidence annual hydrostatic testing had				
Been performed on laundry press heads and bucks (150 psi for one minute). (Steam version only)				
A steam or airline pipe was led across the deck causing a trip hazard at a press station				
Press heads and bucks were measurably rusted and corroded.				
Laundry press buck pads were deteriorated, incomplete, or missing (consisting of a heavy knitted cotton pad; double faced cotton flannel or table felt; a tailored cotton cover cloth complete with draw cord; and a spring pad).				
Press cleaning equipment and press wax was not provided for care of the presses.				
Press head and buck heated unevenly, poorly (normal: 300 - 330 f).				
Control thermostats showed no evidence of recent calibration.				
Control thermostats were missing or inop.				
Gauges and thermometers showed no evidence of recent calibration.				
Gauges and thermometers were missing or inop.				
Standard placard was not installed: 226-2000 laundry presses				
Press, Exhaust Hood				
Unit was inoperative (.75)				
The press exhaust hood was not manufactured iaw applicable drawing.				
The space between the press head and the exhaust hood had an accumulation of lint and dirt.				
The press exhaust hood was not fitted with a 6-inch diameter flexible duct that was connected to the exhaust system.				
Presses were not equipped with exhaust hoods.				
The airflow through the hood was less than 500 CFM.				
Press hoods did not have access plates installed for clean out and maintenance.				
Press, Operating and mechanism/controls				
The air operated laundry press was not equipped with two closure-operating valves for safety of personnel.				
The air operated laundry press two handed operation safety feature was not functioning or not designed into the press (requires the use of both hands during the entire closing and locking operation so that upon releasing one or both controls before the press has reached the closed position the head will return to the fully open position). (.1)				
Laundry press control buttons required more than 1/4 to 1/2 inch of movement to actuate the press head.				
The push buttons on laundry press equipment were not fully protected to prevent accidental operations.				
The laundry press had operating button covers missing.				
Press was slow to open or close.				
Press was too quick in opening or closing.				
The safety guard bar type (forenta) laundry press, by design, allowed the press to lock onto an object simulating a human hand. (.2)				
The laundry press (Ajax, New Yorker) allowed the press to lock onto an object simulating a human hand. (.2)				
The power operated press safety guard bar was misadjusted, missing, or bent allowing the press to close on the operator's hand. (.2)				
The laundry press allowed one handed operations. (.2)				
Laundry press bucks and heads did not automatically return to the full and open position when the power (air) was off.				
After pressure was applied (with press closed and LP air turned off), one or both controls or a separate manual control didn't return the head to the open position.				
The laundry press-operating button would not operate by pressing on the depressed area only (red/green rectangular-Ajax).				
TOTALS:				

Retail Outlet

The ship did not have a ships store or other sales outlet. **(-.03)**				
For surface ships with fewer than 300 accommodations, a over-the-counter ships store operation was not provided. **(-.03)**				
On large ships, an appropriate mix of over-the-counter and walk-in facilities was not provided, in order to control individual space size for security reasons, and to provide crew variety. **(-.03)**				
The ship store area was not at least equal to the number of accommodations multiplied 0.60, the upper 1,100 square feet maximum. **(-.03)**				
The store was missing or provision is inadequate for one or more of the following: display shelving, gondolas, feature ends, showcase, cash and wrap counter, 2 compartment cash register, 2 high clothing store jack rod, shopping baskets and stowage stands (5 baskets for up to 800 accommodations and 1 per 500 thereafter), metal peg board and hooks. **(-.03)**				
A metal flip-top waste receptacle was not provided in the store for store operator and patron use in full view of the operator (nsn 7240-00-634-0133 white can, hard plastic dump liner for can-nsn 7240-00-056-1534). **(-.03)**				
Retail Outlet, Security/Access				
A keyless combination padlock (nsn 5340-00-285-6523) was not used to secure group iii spaces. **(-.03)**				
(Group 3) in addition to combination padlocks, a tubular deadbolt lock was not installed on primary accesses, door, and service windows when not otherwise secured by some other tamper proof means leading to group 3 retail and bulk storeroom spaces. **(-.03)**				
Inadequate relay lanterns were provided for walk-in store security to prevent pilferage during service lighting interruption. **(-.03)**				
The door to the ship's store was not a lock-type, Joiner door. **(-.03)**				
The ship store or snack bar pass-thru window fasteners were not tamper proof. **(-.03)**				
Hinge pins on group three spaces were not locked inside the space or otherwise protected from manipulation (tack welded when so authorized/fixed pin). **(-.03)**				
The "kick-out" panel of group 3 space (storeroom, store, snack bar) joiner door was readily susceptible to surreptitious entry. **(-.03)**				
Outside display and doors of the ship store and snack bar were not protected against break-in by security grills or alarm systems connected to a central area manned 24 hours a day. **(-.03)**				
The frame of the cash register was not securely mounted to a reinforced stand, cabinet or countertop, using 3/8" minimum mounting bolts. **(-.03)**				
Shelves, feature ends and so forth were not arranged for effective surveillance by the store operator. **(-.03)**				
The store was missing or provision is inadequate for convex surveillance mirror. **(-.03)**				
TOTALS:				

Storeroom, Retail Operations: (-.02)

A vented dry cleaning storeroom for fluid storage or other dry cleaning supplies was not provided or was inadequate (100% type 's' bins). (-.03)				
A laundry cost of ops storeroom was not provided or was inadequate (20% type 'b' bins and 80% bulk stowage). (-.03)				
A ship store storeroom was not provided or was inadequate (20% type 'b' bins/50% type 'k' racks/30% bulk stowage). (-.03)				
Stowage of ship's service sales items were exposed to extremes of temperature, humidity, or lack of air circulation (over 70 f, under 32 f, over 60% humidity under 40% humidity, stowed in "void" or stowed in solid pack"). (-.03)				
A group III locker or separate walk-in cage was not provided in a flammable liquids storeroom or other protected space. (-.03)				
A NAVSEA approved flammable locker was not provided for flammables stowed in the S-3 bulk storeroom. (-.03)				
Condition				
Light guards were missing or dangling. (-.03)				
Light bulbs were missing/blown in storeroom. (-.03)				
Installed lighting was inadequate. (-.03)				
Storerooms were not free of personal gear (unless specifically authorized in writing by the commanding officer). (-.03)				
Storerooms were ill preserved (decks, bulkheads overheads). (-.03)				
The space, void, or bilge under the deck floor plates was fouled with water, oil and trash. (-.03)				
The cross flooding ducts contained trash and debris. (-.03)				
Expanded metal bulkheads were not installed around hatchways, ladders, or passages, which provide access to other storerooms or cargo spaces. (-.03)				
Stowage spaces were secured in such a manner that in an emergency access to dc fittings equipment was impeded. (-.03)				
In unventilated compartments that were subject to excessive humidity, self-contained mechanical dehumidifiers were not supplied for use (one desiccant container shall be supplied for each 150 cubic feet of gross space where static dehumidification is required, plus 10 per cent additional to provide for reactivation).				
Vermiculite paint or anti-sweat coating was not used to prevent cold surface (non-piping) sweating. (-.03)				
Deck Grate/Stowage Aids				
Deck grating exhibited one or more of the following: warped with edges sticking up, poorly fitted or loose, not positioned with cleats or coaming, positioned with gaps between sections which presented a personnel trip hazard. (-.03)				
Not all the deck floor plates were easily removed and replaced for routine inspection and cleaning (screw stripped or missing, painted in place). (-.03)				
Where the slope or surface of compartment was not suitable for walking or did not permit the proper base for stable storage of bulk stores, stiffened portable plates are not fitted to form flats. (-.03)				
Storeroom grating sections were not arranged for convenient removal. (-.03)				
Storeroom grating sections were not marked for location and easy identification. (-.03)				
No grating map/diagram was provided. (-.03)				
Bulk refrigerated stowage did not have deck grating/overhead grating. (-.03)				
Designated bulk stowage was not fitted with telescopic tube battens (NAVSHIP 805-1749068), fixed battens(NAVSHIP 804-4563103), and overhead (mil-m-17194) and deck grating (MIL-G-18014/18015) storage system. (-.03)				
Stowage aids were not installed in athwart ship rows so that stowage will be least affected by the roll of the ship. (-.03)				
Stowage aids are not installed to use the available space to the best advantage. (-.03)				
Where bins, racks and shelving extend to over 7 ft above the deck, step brackets or sliding ladders were not provided. (-.03)				
Where stowage aids were located in way of manholes, the lower tiers of stowage were not portable or omitted to permit ready access to the manhole. (-.03)				
Where shelving, bins or bookcase were located over a counter, minimum clearance is not at least 18 inches above the counter. (-.03)				
Front flange of lower shelves of bins, racks, drawer shelf units, and shelving were not stiffened, as necessary, to prevent damage from men climbing to upper bins or shelves. (-.03)				
Stiffened perforated sheet metal was not used where necessary to provide air circulation or reduce weight. (-.03)				
Expanded metal was used for shelving. (-.03)				
Bins, racks, and drawer shelf units were not secured to the deck and overhead. (-.03)				
Gas cylinder collars, retaining nuts and vertical shock retainers were missing. (-.03)				
Drawers were stuck, bent, missing, and had latches and handles missing. (-.03)				
Material Stowage				
Material was stowed on stringers, on top of bins, on angle irons, on deck in bilges or voids or not otherwise stowed properly with storage aids. (-.03)				
Excessive use of white line to secure material/fixtures was evident. (-.03)				
When a number of boxes of the same dimension were stowed every effort was not made to arrange the tiers as "bricks", that is, each box shall rest on two boxes. (-.03)				
Pallets were stacked without an intervening layer of dunnage. (-.03)				
Dunnage was not used as necessary to spread the weight of the items stowed. (-.03)				
Spaces left vacant between boxes were not filled in or bridged over with dunnage. (-.03)				
Material was stowed close to or stowed so that it might shift close to a light guard. (-.03)				
Material was stowed on deck. (-.03)				
Storerooms (above bilge level) were piled, cluttered, or poorly stowed, such as material stowed on top of bins. (-.03)				
End use material was stored in the same storeroom as accountable material.				

Storeroom, Retail Operations (cont'd)

Security/Access				
Hinge pins on group three spaces were not locked inside the space or otherwise protected from manipulation (tack welded when so authorized/fixed pin). (-.03)				
The "kick-out" panel of Group 3 space (storeroom, store, snack bar) joiner door was readily susceptible to surreptitious entry. (-.03)				
The expanded metal enclosure for bulk storage of retail and cost of ops items had inadequate security in that the expanded metal was not adequately reinforced or the lock was attached to the expanded metal. (-.03)				
A keyless combination padlock (NSN 5340-00-285-6523) was not used to secure Group III spaces. (-.03)				
(Group 3) in addition to combination padlocks, a tubular deadbolt lock was not installed on primary accesses, door, and service windows when not otherwise secured by some other tamper proof means leading to group 3 retail and bulk store room spaces. (-.03)				
Stowage Battens				
Fixed battens were not fitted on portions of shell plating framing or structural bulkheads. (-.03)				
Bulk storage telescopic tube battens and deck grating was not anchored to prevent shifting of stores. (-.03)				
Fixed battens were not installed horizontally along vertical framing or vertically along horizontal framing. (-.03)				
Fixed battens were not always welded to each frame or stiffener space. (-.03)				
Fixed battens were not always welded to each frame or stiffener space. (-.03)				
Bulk stowage's with metal joiner bulkheads did not have fixed or portable, angle or channel battens installed to protect them. (-.03)				
Fixed or portable battens were not installed as necessary to provide access to manholes or operating gear in the bulk stowage area. (-.03)				
Bulk stowage areas which had parts of their boundaries undefined by bulkheads are not set off by fixed or portable angle or channel battens similar to NAVSHIPS 804-4563103 in stalled on 12 in centers. (-.03)				
The ends of battens were not closed. (-.03)				
Bulk refrigerated stowage did not have zinc coated steel or aluminum fixed battens/telescopic fixed tube battens (fixed battens shall be provided only along bulkhead areas not covered by cooling coils). (-.03)				
TOTALS:				

Vending Machines:

__of __units were inoperative				
The ship did not have vending machines on the basis of one soft drink and one candy or cigarette vending machine per 800 accommodations. (-.03)				
The vending machine area was not centrally located other than on mess decks, not in a space easily maintained in a clean condition, situated so that insect and vermin harborage was created, not in a well lighted or ventilated space protected from overhead leakage or condensation of any kind. The deck under vending a machine was not stiffened to provide rigid support. (-.03)				
The deck under vending machines was not reasonably smooth, of cleanable construction, capable of repeated washing and scrubbing. (-.03)				
The vending machine area was inadequately ventilated to accommodate the heat emitted by the refrigerated vending machines causing an unnecessary load on their compressors. (-.03)				
A self-closing, leak proof, cleanable metal insect and rodent proof waste receptacle with secure stowage was not provided in the vicinity of each vending machine (a minimum of one for every four vending machines or fraction thereof, NSN 7240-00-634-0133 white can/hard plastic dump liner for can-NSN 7240-00-056-1534). (-.03)				
The vending machine door and moneybox was not protected by a built in lock or padlock (money box-key or keyless padlock/outside door-built in lock or keyless padlock). (-.03)				
Not all electrically operated vending machines were permanently mounted and permanently connected to the ships wiring system. (-.03)				
Inadequate vending machine spare coin changers were on hand to provide for deployment requirements. (-.03)				
The vending machine "sold out" indicators were inop. (-.03)				
The deck mounted vending machine was not on legs at least six inches high with the machine at least four inches from the bulkhead or on sealed foundations similar to food service equipment requirements of GSO 651. (-.03)				
The vending machines did not have a permanent latchback device installed to hold the door open. (-.03)				
The vending machines were not secured in place at the top to the overhead and at the bottom to the deck. (-.03)				
The canned soda vending machine compressor and condenser coil fins were bent. (-.03)				
Loose soda cans were stowed next to soda vending machine coils endangering the compressor and condenser coils during ship movement. (-.03)				
The soda machines condensate run off was led to an evaporator collector pan instead of a deck drain via a collector pan with a drain line thru an air gap. (-.03)				
The soda vending machine had dirty condenser coils. (-.03)				
The soda vending machine had frost on the cooling coils. (-.03)				
TOTALS:				

Washer, 16lb: (.05)

Unit was inoperative (.75)				
The front loading washer overflow feature was bypassed.				
The front loading washer cylinder did not reverse rotation a minimum of 3 times per minute during the washing cycle.				
The front loading washer program control did not provide at least one wash, 3 rinses, two intermediate and one final extract operation.				
Two water level settings were not provided on the front loading washer.				
The door could be opened when the front loading washer was operating.				
No means was provided to readily stop the washer in an emergency.				
Control thermostats showed no evidence of recent calibration.				
Control thermostats were missing or inop.				
Gauges and thermometers showed no evidence of recent calibration.				
Gauges and thermometers were missing or inop.				
TOTALS:				

Washer/Extractor

Unit was inoperative (.75)				
The washer-extractor was not fitted with or had an obscured identification plate. (-.03)				
The washer-extractor did not have a readily visible information plate stating: "load procedure - 60 lb machine, an equal amount of dry laundry shall be placed in each pocket not to exceed 20 lbs in each pocket".(-.03)				
The washer-extractors were not surrounded by a watertight 3 in high cres coaming, finished with a 1/2 in dia. Cres rod (on sides not bounded by a suitable bulkhead) with integral deck drains. (-.03)				
The deck was not reinforced as necessary to ensure that vibration during the extraction cycle would not exceed the maximum acceptable amplitude. (-.03)				
Washer were not installed with the axis oriented fore-and-aft. (-.03)				
Adequate clearances for equipment maintenance were not provided. (-.03)				
An exposed gear, belt, rotating shaft was not fitted with adequately installed guards. (-.03)				
Equipment was not mounted to provide metal-to-metal contact between the base of the machine and the foundation. (-.03)				
Cycle/Feed Control				
Washer-extractors of 35 to 200-pound capacity were not fully provided with the following features or were not fully programmed for use of: a. Temperature control by thermostat and booster heating in the wash drum by indirect steam injection. b. Cycle option of automatic cool-down phase. c. Two final extraction speed options. d. Reversing wash drum. e. Permanent press controls. (-.03)				
The washer-extractor program controls were inop or malfunctioned. (-.03)				
The washer-extractor program control window was torn, obscured, cracked or missing. (-.03)				
The washer-extractor program control indicator light was inop. (-.03)				
The washer-extractor did not shift to extract while the drum was rotating clockwise. (-.03)				
The washer-extractor extract, high speed extract, wash cycle was inop. (-.03)				
The washer-extractor driving arrangement did not permit changing from washing to extracting cycle and vice versa whereby interlocking features ensure smooth transfer. (-.03)				
The washer-extractor cylinder did not reverse in a rotation a minimum of 3 times per 95 seconds during the wash cycle. (-.03)				
No washer-extractor was programmed for full automatic mode for Navy wash formula I II, or III. (-.03)				
The washer-extractor automatic chemical feed system was inop, malfunctioned or not programmed. (-.03)				
The end cycle buzzer or bell was not audible. (-.03)				
The washer-extractor audible/visual alarm indicating the prescribed water fill level did not actuate within the required time. (-.03)				
The washer-extractor audible/visual alarm indicating the prescribed water fill level did not actuate for all programmed times. (-.03)				
The washer-extractor audible/visual alarm indicating the prescribed water fill level did not actuate at the end of the formula cycle. (-.03)				
The washer-extractor audible/visual alarm did not persist until canceled by the operator. (-.03)				
The washer-extractor audible/visual alarm did not stop the machine and then restart it when the signal was canceled (except in extract cycle). (-.03)				
Door/Drum/Brake				
Unit was inoperative (PART OF THE WASHER)				
The "dynawash" load/unload door hand wheel was difficult to turn (not lubricated or shaft bent). (-.03)				
The washer-extractor started with the door open. (.2)				
The washer-extractor failed to stop when the door was opened during the wash/drain cycle (dyna-wash). (.1)				
The washer-extractor door interlock malfunctioned allowing the door to be opened during extract (Dynawash, 16lb Wascomat). (.2)				
Two hands were not required to operate the controls to jack the drum when the door was opened (all dyna wash/135 Milnor). (.1)				
The washer-extractor (35 lb and larger) load/unload doors were not fitted with permanent latchback devices to prevent the door from closing on the operator from motion of the ship during loading/unloading. (-.03)				
The brake was ineffective as noted during jogging.				
The (200 lb dynawash) washer-extractor brake was not supplied with 35 psi of air pressure. (-.03)				
The washer-extractor made an usual screeching sound when stopping (brake/clutch). (-.03)				
The power-operated brake failed to stop the rotation of the loaded cylinder (drum) during high speed extract within 45-60 seconds (the machine shall not extract when the brake interlock is applied). (-.03)				
The power-operated brake failed to prevent the cylinder from turning with the extract motor energized. (-.03)				
The washer-extractor had a malfunctioning emergency stop switch (button) or was not equipped with an accessible emergency stop switch (button) (colored red with 3/8 in high: "emergency stop" in white letters) (note: applies brake and stops the mach ops). (.1)				
The washer-extractor reset button failed to reenergize the machine after the emergency stop button (switch) was pressed. (-.03)				
The washer-extractor low air pressure cut-off device failed to prevent operation of the machine or failed to actuate an audible or visual signal when the air supply pressure was less than 60psi. (-.03)				
The multi-pocket wash-extractor inching (jogging) feature was inop. (-.03)				
The latch pins or latches on the washer-extractor baskets were ineffective or missing.(.1)				
The washer-extractor (Dyna-wash 60/100lb or Milnor 135/200lb) had a malfunctioning vibration control switch which did not automatically shut off the motor power supply when vibration is excessive. (.1)				

Washer/Extractor (cont'd)

Drain/Vent Valve/Plumbing:				
The washer-extractor overflow connection was not plumbed iaw manufacturers installation instructions. When both the hot and cold-water fill valves were fully opened, supply pressure regulated to 40 psi, the machine over filled. (-.03)				
The overflow/drain vent for each washer-extractor was not plumbed iaw the manufacturer's technical manual. (-.03)				
When both laundry washer-extractors were drained at the same time, the deck drain outside the wet deck coaming overflowed, flooding the deck and bilge creating a personnel slip hazard, creating an electrical shock hazard and deteriorating deck tile and preservation requirements. (.1)				
The washer-extractor automatic drain valve was inop. (-.03)				
The washer-extractor hot fresh water inlet valve was inop. (-.03)				
The washer-extractor cold fresh water inlet valve was inop. (-.03)				
The washer-extractor steam inlet valve was inop. (-.03)				
The (dynawash) washer-extractor valve oiler was out of adjustment or inop. (-.03)				
Flexible Piping/Hoses				
Unit was inoperative (PART OF WASHER)				
Unit was not fitted completely with flexible piping connections for water or steam connections. (-.03)				
Flexible hose connections were not fitted with an identification (date of manufacture) tag. (-.03)				
Flexible hoses were not free of paint. (-.03)				
Flexible hoses were deteriorated with one or more of the following: leaking, hyper-extended, twisted, braid chafed or parted, bent radius/length ratio was incorrect. (-.03)				
Flexible hoses were not manufactured of authorized material. (-.03)				
There was no evidence that flexible lines were not over aged or changed out IAW NSTM 9480/NAVSEA 0910-lp-057-1900. (-.03)				
Flexible hoses were lagged (except where required for personnel protection.) (-.03)				
Heater/Temps				
Unit was inoperative				
Water at a minimum 130f was not supplied to the washer (required by navmed p-5010). (-.03)				
The washer-extractor wash temperature could not be successfully manipulated to maintain selected wash temperature for selected fabrics/conditions of soiling from 90F to 130F. (-.03)				
The washer-extractor indirect steam booster heater failed to increase water temperature by 15f per minute with an 8-inch fill in the wash cycle thru a range from 100f to 150f (test is to be repeated 5 times-divide 250 by the total of the elapsed times and compare to standard). (-.03)				
The washer-extractor booster heater was not fitted with a solenoid control valve, steam strainer or steam trap. (-.03)				
The washer-extractor indirect (closed loop type) heating booster heating function was inop or did not activate when the temperature dropped 5f below set point. (-.03)				
Washer-extractor (Milnor) relief valve was not fitted with a pull-chain and finger ring. (-.03)				
Washer-extractor (Milnor) relief valve did not discharge through a tail pipe to the deck. (-.03)				
Control thermostats showed no evidence of recent calibration. (-.03)				
Control thermostats were missing or inop. (-.03)				
Gauges and thermometers showed no evidence of recent calibration. (-.03)				
Gauges and thermometers were missing or inop. (-.03)				
Programmable Logic Controller (PLC)				
Unit was inoperative (-.75)				
Washer PLC controller indicating lights were inop. (-.03)				
Washer PLC temperature indicator was inop. (-.03)				
Washer PLC step/timer was inop. (-.03)				
Washer PLC wash mode switches were inop. (-.03)				
Washer PLC temperature probe was inop. (-.03)				
Washer PLC temperature controller/thermostat was not set to wash temperatures IAW the current Navy wash formula. (-.03)				
Washer PLC step/counter lens was missing/broken. (-.03)				
Saltwater Connection				
The salt-water fill cap brass was not in place. (-.03)				
The washer-extractor was permanently connected to a salt water supply. (-.03)				
TOTAL:				

*Self Service Laundry (-.05)

Unit was inoperative (-.75)				
* Unauthorized self service laundry units were installed. (Stackable units are not authorized for shipboard use)				
Installed in unauthorized spaces. (i.e. sanitary space)				
Required electrical, plumbing, and ventilation connections were not installed as required.				
Unit not attached to foundation or otherwise restrained from shock and ship's motion. (-.25)				
Lint filters or traps were not installed.				
Provisions not made for the secondary lint filter to be discharged to the atmosphere above the main deck.				
Secondary lint filter duct routed to compartment exhaust duct.				
Secondary lint filter duct exhausted to compartment. (-.10)				
Dryer electrical ground was disconnected. (-.10)				
Unit was not hardwired.				
Hardwired equipment was not permanently mounted (-.25)				
Scores:				

Inspector Notes: